

In the Claims:

1. (original) A method for operating an electronic module (10) supplied with electrical energy by an operating voltage source ( $U_{\text{Bat}}$ ) with a circuit unit (3) for carrying out at least one system function, wherein in the event of an operating voltage interruption the operating voltage ( $U_s$ ) is supplied by a system-autonomous capacitor ( $C_s$ ) and the system function can be activated by means of the energy reserve supplied by a function-autonomous capacitor ( $C_z$ ) and wherein furthermore the system-autonomous capacitor ( $C_s$ ) is charged by a voltage converter (1) connected to the operating voltage source ( $U_{\text{Bat}}$ ), characterized in that the function-autonomous capacitor ( $C_s$ ) is connected to the voltage converter (1) and to the system-autonomous capacitor ( $C_s$ ) by means of a charging connection (5) and in that said charging connection (5) is controllable in following operating states:

- a) as a switch for clocking the charging current charging the function-autonomous capacitor ( $C_s$ ), and
- b) as a controllable resistance for producing a constant discharging current for checking the system-autonomous capacitor ( $C_s$ ) and for producing a re-loading current for re-loading the function-autonomous capacitor ( $C_z$ ).

2. (original) A method according to claim 1, characterized in that for checking the system-autonomous capacitor ( $C_s$ ) it is discharged into the function-autonomous capacitor ( $C_z$ ).

Claims 3 to 5 (canceled).

1    6.    (new) A method according to claim 1, characterized in that  
2        the charging connection (5) is established by means of at  
3        least one transistor element (T) and by a resistance (R)  
4        which is series-connected to it.

1    7.    (new) A method according to claim 1, characterized in that  
2        an up-converter is used as a voltage converter (1).

1    8.    (new) Use of the method according to claim 1 in a motor  
2        vehicle control device with a power module (3) as a circuit  
3        unit for triggering a security unit (4), wherein in the  
4        event of an operating voltage interruption the system  
5        function is the provision of the ignition energy by means  
6        of an ignition-autonomous capacitor ( $C_z$ ).

[REMARKS FOLLOW ON NEXT PAGE]